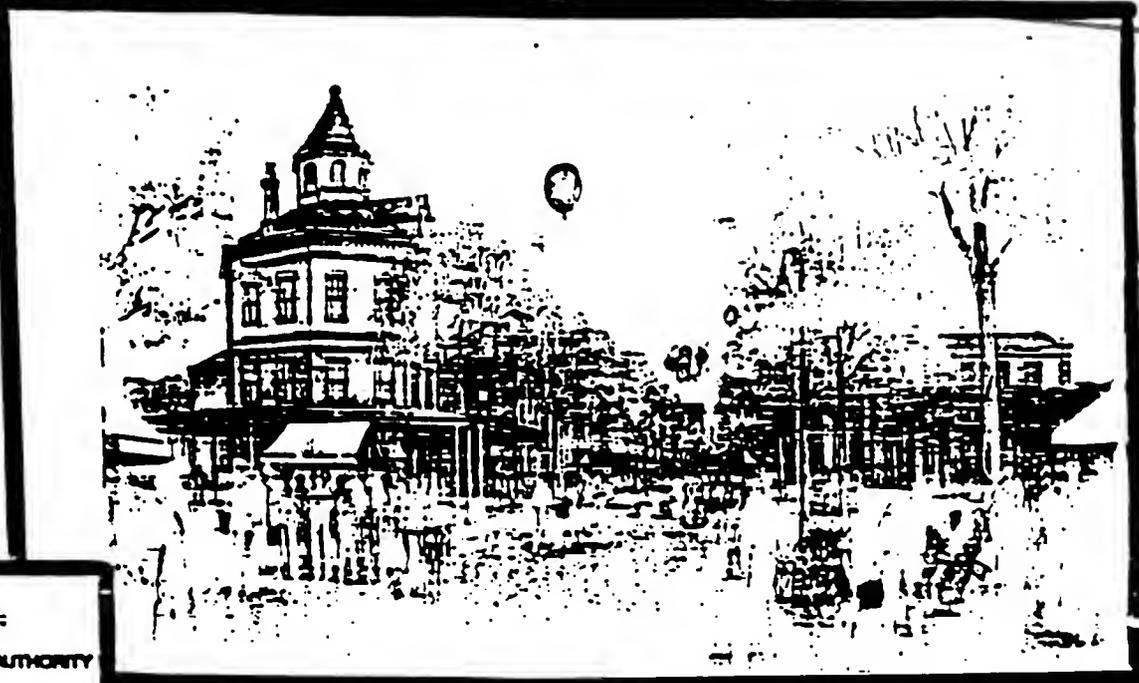
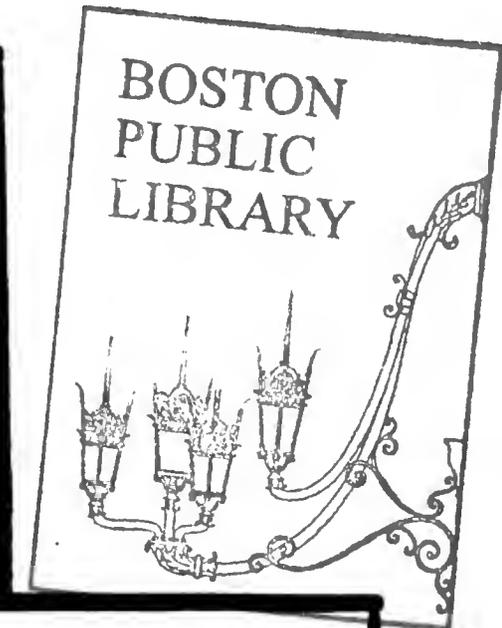


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BOSTON REDEVELOPMENT AUTHORITY CHARLESTOWN NAVY YARD MASTER PLAN EXECUTIVE SUMMARY

PREPARED FOR THE CHARLESTOWN
NEIGHBORHOOD COUNCIL

MAY 10, 1988

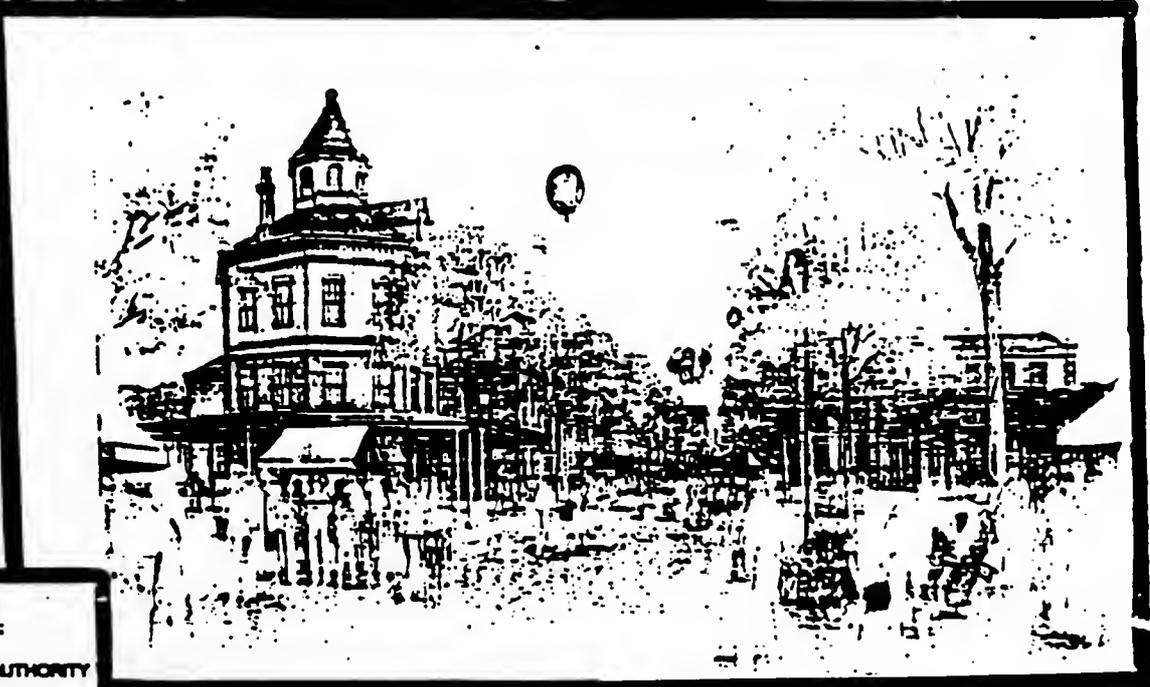
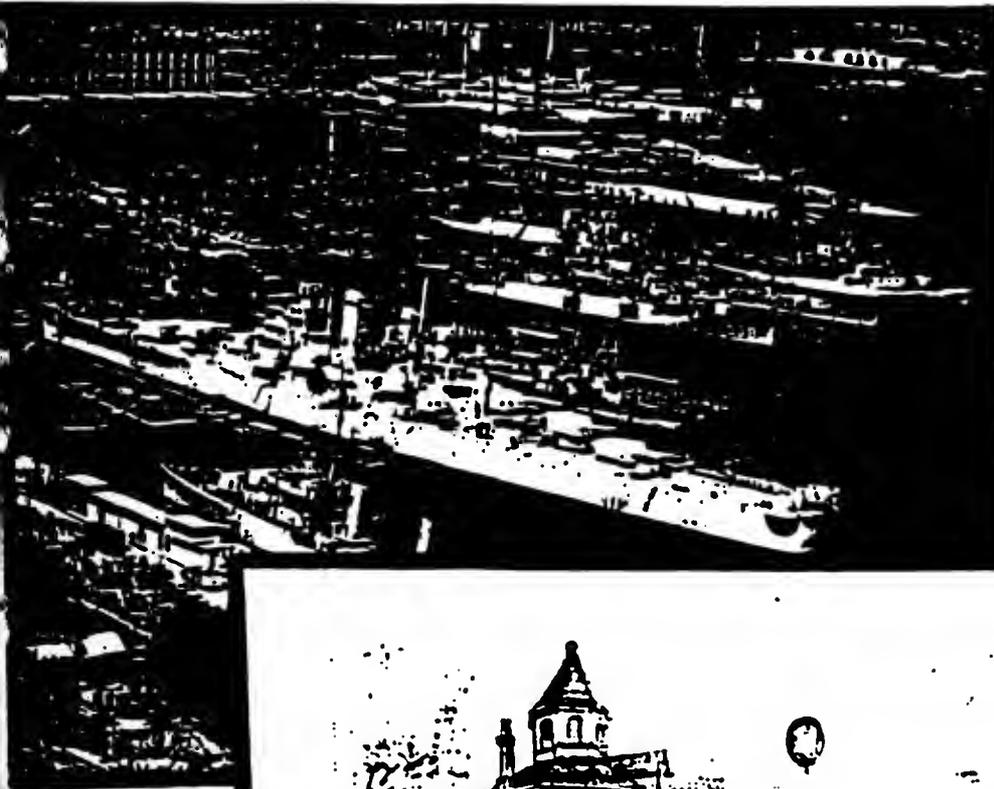


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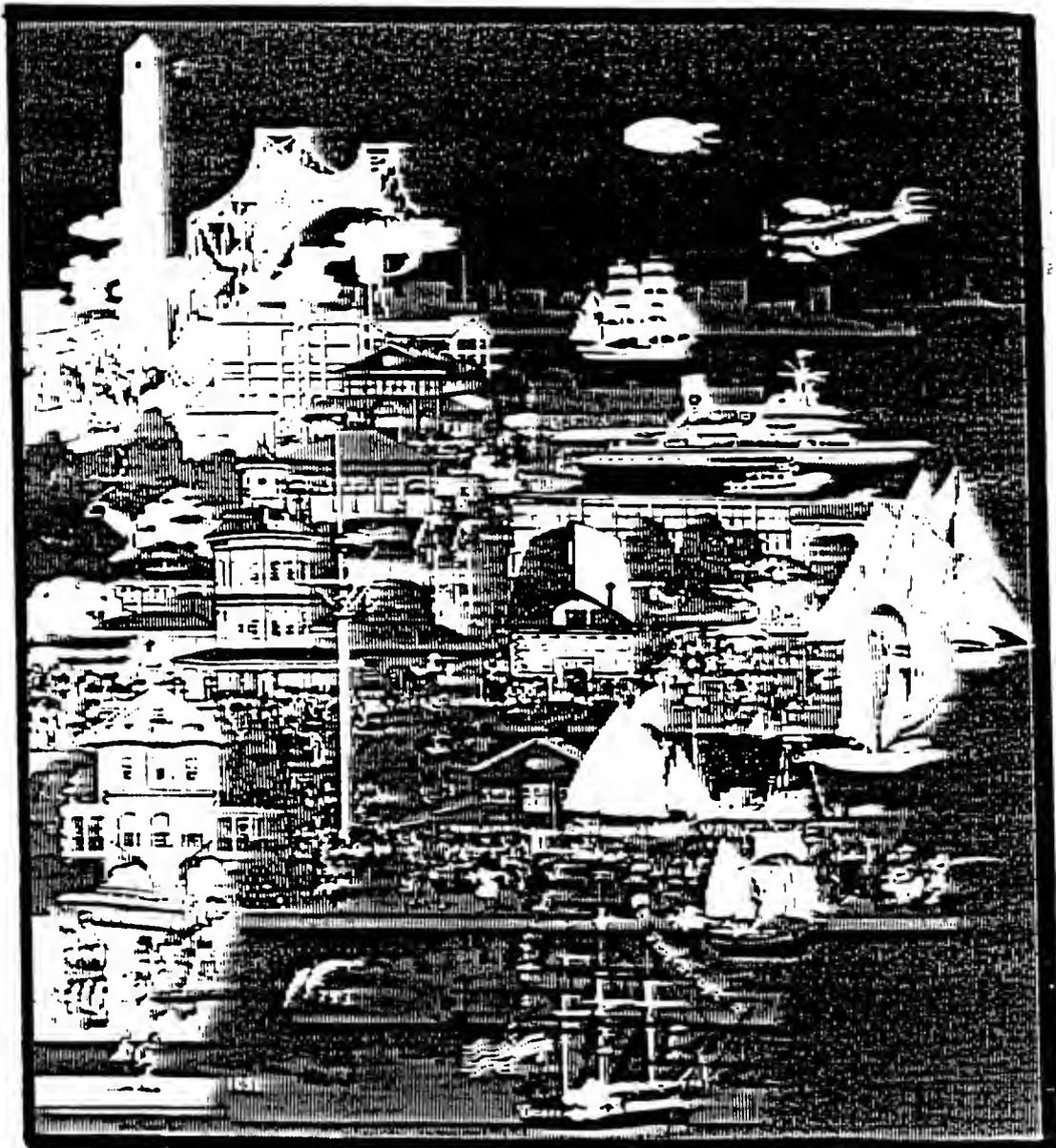
KANE SIMONIAN, Commissioner

CHARLESTOWN NAVY YARD MASTER PLAN
EXECUTIVE SUMMARY

TABLE OF CONTENTS

1. Introduction
2. Current Conditions
3. Community Benefits
4. Community Participation in the Master Plan
5. Master Plan for the Yard's End

INTRODUCTION



THE CHARLESTOWN NAVY YARD
"A NEW TOWN - IN TOWN"

INTRODUCTION

By the early part of the next decade, the redevelopment of the Charlestown Navy Yard will be complete, providing an attractive and dynamic addition to the historic Charlestown neighborhood and the City of Boston.

This exciting new mixed-use community, occupying approximately 105 acres on the Charlestown waterfront, will feature 1829 units of new housing, of which 456 will be affordable; 1.6 million square feet of office and research space; 450,000 square feet of retail and hotel space, 214,000 square feet of museum and cultural space; and 35 acres (1.5 million square feet) of open space at a total development in excess of \$500 million.

New residential development at the Navy Yard will serve a population of 4,200, providing a substantial mix of rental, home ownership, and subsidized housing opportunities to members of the Charlestown community and residents of Boston. Commercial and retail development at the Yard will create a new satellite business center for Boston's growing economy, and provide approximately 8,700 permanent jobs.

In addition to the benefits of new residential and commercial uses, the Navy Yard's extensive open space and public amenities will create a vibrant new center of activity on the Boston harbor. New parks, walkways, sailing programs, public boating facilities, and the Harborwalk will provide Bostonians with access to the water's edge - one of the city's most valuable resources. New museums will provide an interesting look at Boston's unique heritage.

An overall Floor Area Ratio (FAR) of one will ensure that this new development is appropriately scaled for the Navy Yard site. With this FAR, the volume of total development will not exceed the total area of the Navy Yard.

Today, while many of these goals have been realized, Charlestown residents, the Boston Redevelopment Authority, and Navy Yard developers continue to refine the original Master Plan for the Yard in an effort to maximize public benefits and ensure that the revitalized Navy Yard will be an integral part of the Charlestown community. Approval of a Navy Yard Master Plan and the development proposals contained therein will guide the transformation of the Yard into a vital piece of Boston's urban fabric.

This document is intended to provide an update on current conditions and a revised Master Plan for the Yard. This revised Master Plan establishes land use and design policies and programs which will guide future growth, encourage the development of affordable and market-rate housing, preserve historic buildings, provide retail and commercial opportunities, protect and create open space, establish new public attractions, and address local transportation issues.

**CHARLESTOWN NAVY YARD
MASTERPLAN BUILD-OUT
PROJECT TOTALS**

Total Housing	1,829	units
Total Affordable Housing	456	units
	(25%	total)
Office/Research Space	1,629,000	square feet
Retail/Hotel Space	450,000	square feet
Museum/Cultural Space	214,000	square feet
Open Space	34.5	acres
	(1,505,755	square feet)

Total Floor Area Ratio (FAR): 1

Total Gross Square Feet of Development: 4,611,600

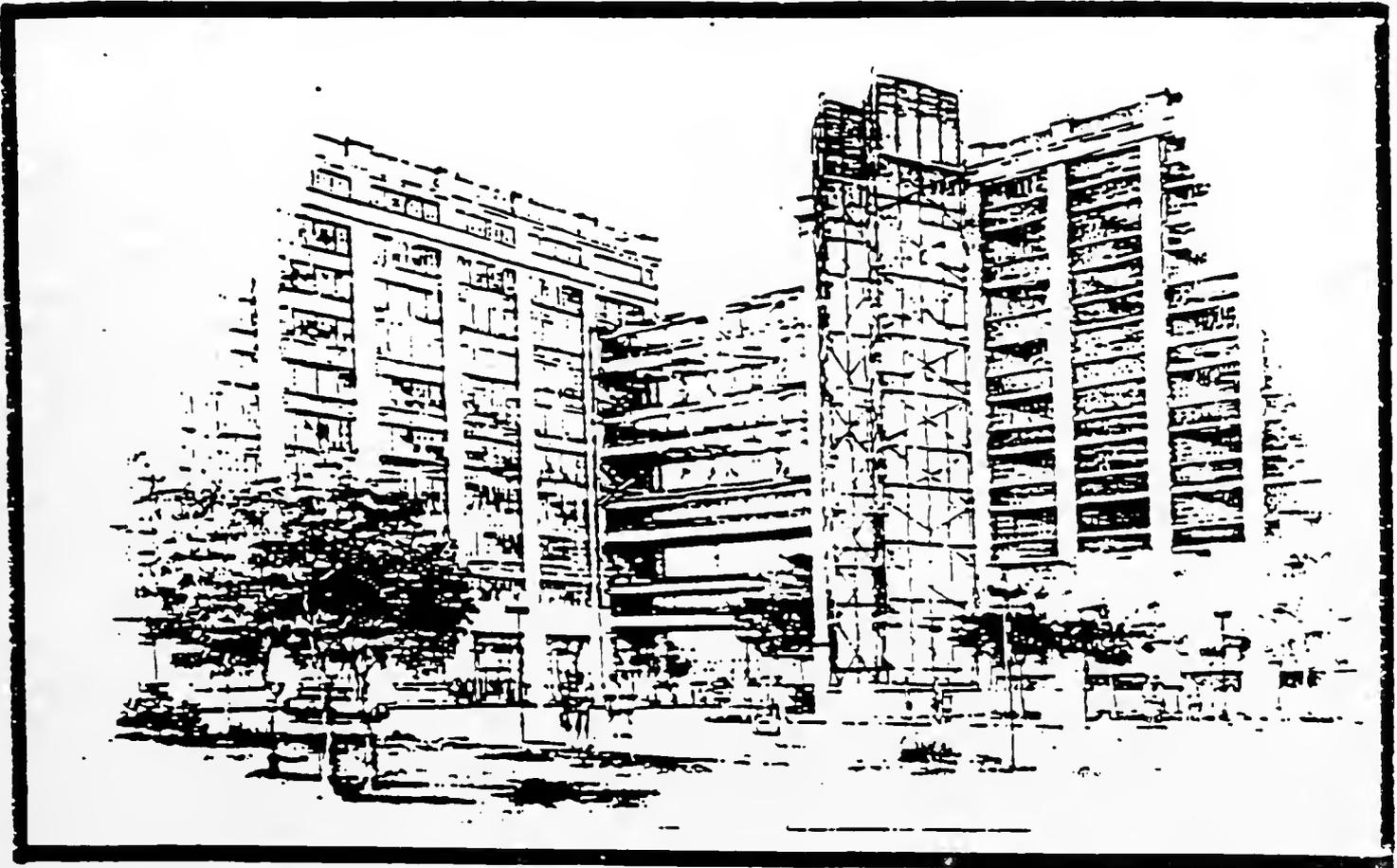
Total Development Cost: \$500,000,000

GOALS AND OBJECTIVES FOR THE CHARLESTOWN NAVY YARD

The following goals and objectives for the Navy Yard Master Plan have been established by the BRA in conjunction with the Charlestown community and private developers within the Yard. Modifications have been made to reflect recent community input regarding the issues of affordable housing, open space, job creation, and transportation access.

- Develop market-rate and affordable housing and home ownership opportunities, with a goal of achieving an on-site affordable housing ratio of 25 percent.
- Produce attractive commercial and retail space to accommodate the expanding Boston economy, and to create a wide range of employment and business opportunities.
- Achieve a balance between residential, open space, commercial/retail, hotel, and waterfront uses.
- Create a substantial and attractive system of public open spaces, waterfront access, recreational opportunities, and exciting public attractions, for people of all ages and backgrounds to use and enjoy.
- Realize a maximum amount of public benefits, including construction and permanent jobs, new taxes, and various linkage programs.
- Limit the overall Floor Area Ratio (FAR) in the Navy Yard to approximately one, to ensure an appropriate scale of development.
- Rehabilitate the Navy Yard's many historically significant structures and elements, while successfully integrating contemporary urban design solutions to refit the Navy Yard for its new life.
- Establish a transportation access plan which will manage increased traffic levels to prevent traffic congestion in the Navy Yard and the Charlestown neighborhood.
- Maximize community participation and input into the planning and decision-making process which will shape the development and character of the Navy Yard.

CURRENT CONDITIONS



BUILDING 149 & 199 OFFICE/RETAIL/PARKING COMPLEX

AT COMPLETION, THE OFFICE AND RETAIL COMPONENTS AT THE NAVY YARD WILL PROVIDE OVER 3,700 PERMANENT JOBS, WHICH UNDER THE CURRENT CITY OF BOSTON MEDIAN INCOME RATE, WOULD GENERATE OVER \$194 MILLION IN ANNUAL WAGES.

CURRENT CONDITIONS

Guided by the development goals outlined above, the Charlestown Navy Yard is presently emerging as a successful mixed-use waterfront community, benefitting both the Charlestown neighborhood and the city as a whole.

To date, the Charlestown Navy Yard is nearing 50 percent completion, and it is already substantially fulfilling its promise and potential as a significant social and economic resource for the City of Boston -- a "new town in town."

Prior to 1984, after an original period of publicly-financed infrastructure improvements totaling \$15 million, only four developments were under construction and less than \$41 million in private dollars had been invested in the Navy Yard. The last four years, however, have witnessed a 610 percent growth in private investment to \$294 million. This growth has elevated the Navy Yard to its position as one of the most exciting, diverse, and successful mixed-use redevelopment projects in the nation.

Progress to date on the goals and objectives outlined above has included:

HOUSING: A total of 683 housing units have been completed, 121 of which are affordable. An additional 521 units, of which 135 are affordable, are under construction or in the development pipeline, meaning they have been approved but are not yet under construction. This development includes a range of rental, home ownership, and subsidized housing opportunities, diverse locations and design, and a significant number of elderly units. Presently, affordable units comprise 21 percent of the total number of housing units at the Navy Yard, and the Yard supports a residential population of approximately 1,200 people. Additional residential development will bring the total of affordable units to 25 percent of the total housing units at the Navy Yard, and will bring the Navy Yard population to 4,200. The 25 percent ratio (456 units) of affordable housing within the Navy Yard will substantially increase the supply of affordable housing in the Charlestown community as a whole.

COMMERCIAL AND RETAIL SPACE: A total of 790,000 square feet of commercial office space has been completed to date, with 85 percent of this already leased. An additional 343,000 square feet of office space is under construction or in the pipeline, of which over 25 percent has been pre-leased. A total of 51,000 square feet of retail space has been completed, of which one-quarter has been leased and/or occupied. An additional 109,000 square feet of retail space is currently under construction or in the pipeline.

This space provides attractive and economical space for the expanding Boston economy and the resultant jobs that accompany this growth. Today over thirty different companies, ranging from small private insurance, accounting, financial, and high-tech companies, to public agencies and major medical research institutions occupy space in the Yard. These companies now provide a wide range of employment opportunities for over 2,500 people.

OPEN SPACE/PUBLIC ATTRACTIONS: Numerous open space components, recreational facilities, and public attractions are already available for public use or are under construction. The first two phases of the award-winning Shipyard Park have been completed, with attractive walkways, landscaping, benches, a children's play lot, a wading fountain/pool, and an outdoor performance area. Phase III of Shipyard Park, a 1,700-foot wooden boardwalk with landscaping, benches, and lighting, is currently under construction. The boardwalk will surround Drydock 2, which will serve as a tall ship/visiting ships port-of-call. Phase IV of Shipyard Park, a 580 foot extension of Pier 3, will add an additional 35,000 square feet of public open space to the Navy Yard's open space system.

The Courageous Sailing Center, a free youth sailing program with the two-time America's Cup winner "Courageous" as its centerpiece, began operating off Pier 4 in the summer of 1987. The program served over 750 youths, and will have expanded fleet capacity this year. An adult sailing program, similar to the popular community boating program on the Charles River, will begin operating on Pier 6 this summer.

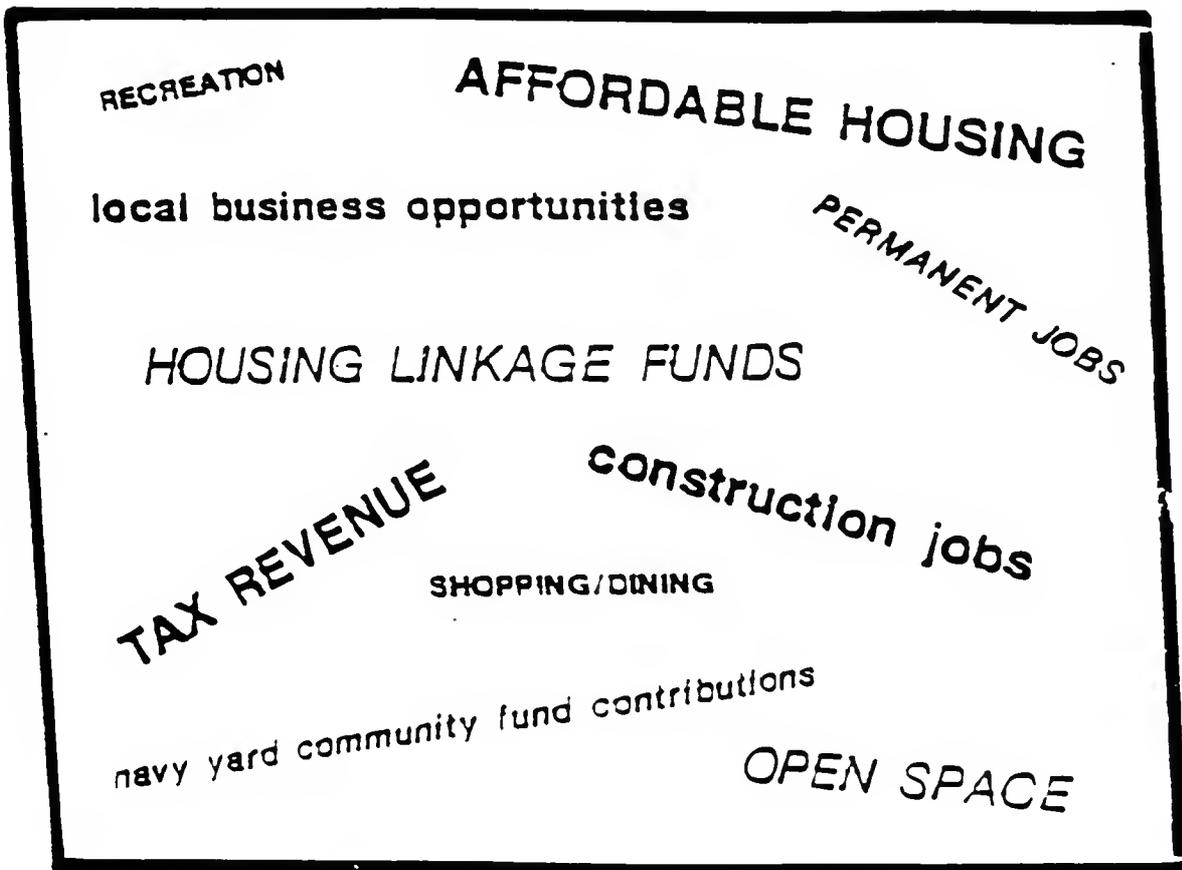
Over 1.5 miles of the "Harborwalk" waterfront walkway in the Navy Yard has been completed. This walkway allows continuous, round-the-clock public access to the Navy Yard's water edge, allowing people of all ages, backgrounds, and physical abilities to enjoy the Harbor and its activities.

Pier 4, the public pier, will be upgraded, and activities there will be expanded. The pier - already the site of intense activity - provides a home for the Courageous Sailing Center and a public display site for the "Courageous", has a water taxi dock and concession stand, and also offers public transient docking. The pier area is also home to several ship attractions: The Spirit of Massachusetts, The Nantucket Lightship, the historic schooner Pilot, and various visiting ships and research vessels. Pier 4 is also the site of numerous "festival events", including Harborpark Day, the Tugboat Muster, and the Ferry Boat Parade, and has also been used for the site of the Charlestown Preservations Society's Ball, and other similar events. Pier 11, at the opposite end of the Yard, is a summer port for cruise ships touring the eastern seaboard.

Planning is now underway for additional parks, a winter botanical garden, and a Japanese garden at Building 42. Future plans also include developing the Ropewalk and Chain Forge Buildings into historic maritime museum attractions.

Taken together, completed projects and those in the development "pipeline", (i.e., tentatively approved but are not yet under construction), will provide approximately 1,333,000 square feet of commercial/retail development, which translates into approximately 6,300 permanent jobs; and 1,204 housing units, of which 256, or 21 percent, are affordable. To date over 943,485 square feet of public open space has been developed. It is anticipated that future development will include an additional 600,000 square feet of open space, for a total of over 35 acres of public open space within the Navy Yard.

COMMUNITY BENEFITS



EXAMPLES OF NAVY YARD COMMUNITY BENEFITS

BY COMPLETION, THE NAVY YARD WILL PROVIDE OVER 6,700 CONSTRUCTION JOBS, WILL PRODUCE \$6.3 MILLION IN HOUSING AND JOB TRAINING LINKAGE FUNDS, AND WILL GENERATE \$10.3 MILLION IN ANNUAL REAL ESTATE TAXES TO THE CITY OF BOSTON.

COMMUNITY BENEFITS

Today, the Navy Yard is already providing many valuable public benefits to the people of Boston, particularly to the residents of Charlestown. A total of 2,730 construction jobs have already been generated by projects either completed, under construction, or in the pipeline. These jobs represent over \$81,250,000 in wages, 50 percent of which must go to Boston residents, under Mayor Flynn's Boston Jobs Policy. As noted, over 2,500 permanent jobs already exist in the Yard, representing over \$47,000,000 in annual wages. With more companies participating in community outreach, the City's JobStart program, and local job training programs, an increasing number of these jobs are held by Charlestown residents.

Unlike its days as a tax-exempt military shipyard, the Charlestown Navy Yard is now beginning to generate a substantial amount of real estate taxes for the City of Boston. Today, the Yard yields approximately \$4,375,000 in annual real estate taxes to the city. These funds are proving increasingly important in providing revenue for city services as federal financial assistance to cities continues to wane.

Several linkage programs are already generating benefits from Navy Yard development for the City and the Charlestown neighborhood. These programs include the Neighborhood Housing Trust linkage program and the Navy Yard Charlestown Community Fund. Navy Yard development will generate approximately \$6.3 million in linkage contributions to the City's Neighborhood Housing Trust. Over \$800,000 of this amount has already been contributed to construct 40 units of affordable housing at the Casa Esperanza in Roxbury, 50 units at Navy Yard Parcel 4A, and 32 units at the Parcel C-2A1 Main Street Townhouses in Charlestown. The Navy Yard Community Fund, established to help support worthy non-profit organizations in Charlestown, has already contributed \$110,000 to organizations such as the Charlestown Working Theatre, the Life Focus Center, the Bunker Hill Museum, the Thompson Square Park Fund of the Charlestown Preservation Society, and the Kennedy Center Head Start Program. Both these programs will continue to generate significant benefits for the people of Charlestown for many years to come.

COMMUNITY PARTICIPATION IN THE MASTER PLAN

BRA Director Cuyler To Present Revised Plans For The Navy Yard

Stephen Cuyler, Director of the Bureau of Architecture and Planning, will make a formal presentation on the Planning and Zoning Commission of the Metropolitan Council on the 10th of May.

Charlestown Neighborhood Council To Hold Monthly Meeting

The monthly meeting of the Charlestown Neighborhood Council will be held at the Knights of Columbus Hall, 75 West School Street.

Connections To Rapid Transit Important In Planning For Navy Yard Traffic

The Charlestown Neighborhood Council is currently studying the importance of connections to rapid transit in planning for Navy Yard traffic.

MBTA Officials To Present Public Transportation Issues At Meeting

The Planning and Zoning Commission of the Metropolitan Council will meet on May 10 at 7:30 p.m. at the Boston City Hall. MBTA officials will present public transportation issues at the meeting.

FOR PUBLISHING PLAN

The Planning and Zoning Commission of the Metropolitan Council is currently studying the importance of connections to rapid transit in planning for Navy Yard traffic.

THE CHARLESTOWN LEDGER

CHARLESTOWN PATRIOT

EXCERPTS FROM COMMUNITY MEETINGS

OVER A DOZEN NAVY YARD MASTER PLANNING MEETINGS HAVE BEEN HELD WITH THE CHARLESTOWN NEIGHBORHOOD COUNCIL IN THE LAST FIVE MONTHS, REPRESENTING OVER SEVENTY (70) HOURS OF FORMAL PUBLIC DISCUSSION ON THE SUBJECT.

COMMUNITY PARTICIPATION IN THE CREATION OF THE NAVY YARD MASTER PLAN

An integral part of the Navy Yard planning process is the extensive participation of the Charlestown community. The ultimate success of the Navy Yard will depend on the effective integration of community concerns and aspirations into the decisions shaping the development and character of the Navy Yard. This critical input is assured through the interaction of the Boston Redevelopment Authority and the Charlestown Neighborhood Council. This Council is one of several community bodies throughout the city established by Mayor Flynn to put neighborhood decision-making back into the hands of neighborhood residents.

The primary contact between the BRA and the Charlestown community in the planning for the Navy Yard has been through the Planning and Zoning Committee of the Charlestown Neighborhood Council. This Committee, comprised of thirty-five members, includes community members, as well as representatives of private developers and public agencies involved in development at the Navy Yard, and represents a wide-range of opinions, interests, and perspectives. This dedicated Committee has been meeting regularly since August of 1987. Of the 22 meetings held by the committee since that time, 11 meetings have concentrated solely on the Navy Yard Master Plan. The 22 meetings represent over 65 hours of public discussion and discourse, over 30 of which have been based solely on Navy Yard development issues.

This community participation/public meeting process has created a greater awareness of planning issues and decisions to be made, and has forged a solid working relationship among the citizens of Charlestown, the Boston Redevelopment Authority, and the private developers and public agencies involved in the planning and development of the Navy Yard. This unique process will foster better designed and more sensitive development at the Navy Yard, which will emerge as an integral part of the Charlestown community.

The following provides a brief chronology of the master planning process to date:

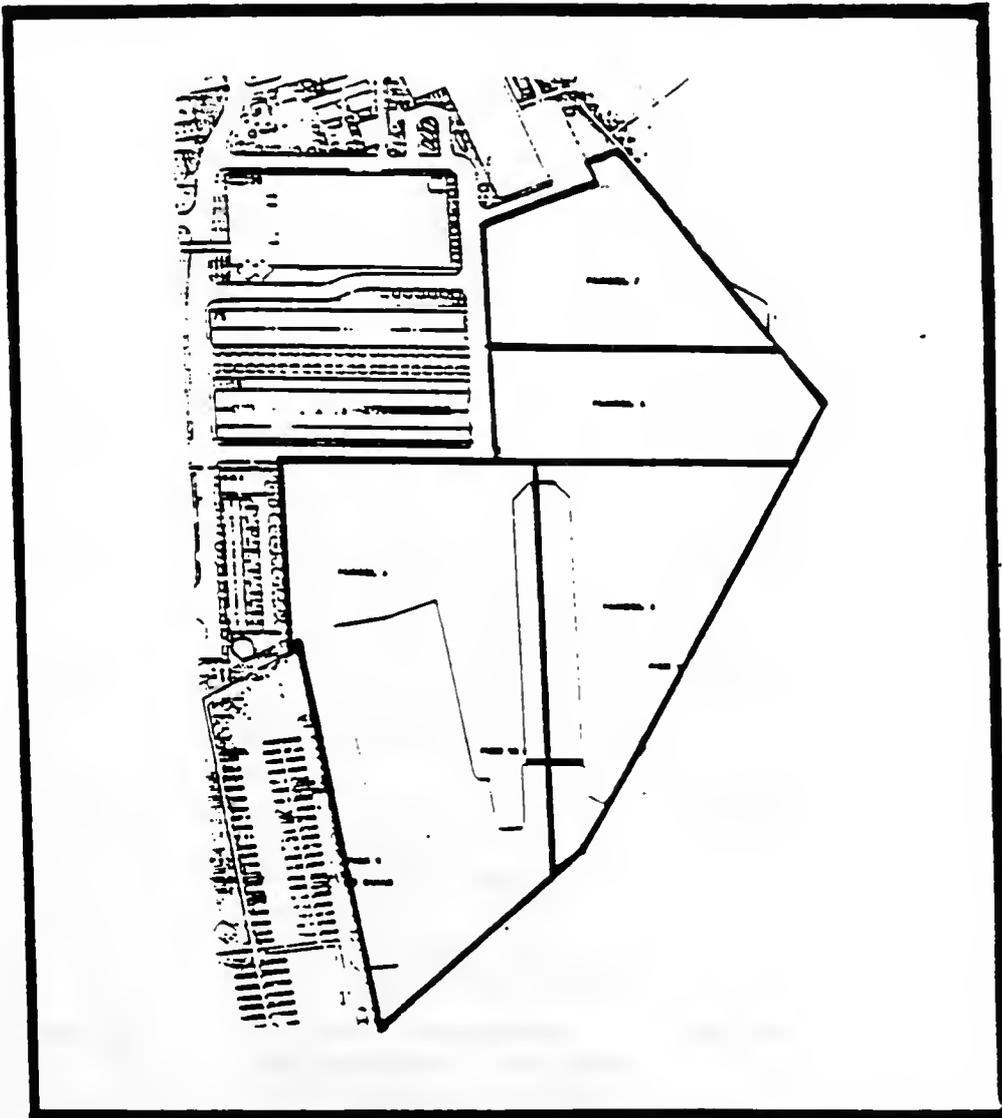
- Soon after receiving title to the Charlestown Navy Yard from the United States General Services Administration in 1978, the Boston Redevelopment Authority embarked upon a working Master Plan/Environmental Impact Report (EIR), which established the original development program for the Navy Yard. Changing economic conditions, a shortage of housing stock city-wide, the success of early Navy Yard development, and new urban design solutions made it obvious that a new Master Plan to guide the remaining and overall development of the Charlestown Navy Yard was necessary.
- To begin discussion on this new Master Plan, the Boston Redevelopment Authority hosted an introductory Navy Yard Master Planning meeting with the Charlestown Neighborhood Council on April 7, 1987. At this meeting, a detailed history of the Navy Yard was presented, background on the development process at the Navy

Yard was given, and two options for a new Navy Yard Master Plan (concentrating on the four vacant "Yard's End" parcels) were presented for discussion.

- The "full-build" plan included a total built square footage for the Yard's End parcels of 2,025,120 square feet. These additions would have brought the overall "full-build" Navy Yard development plan to a total built square footage of 6,143,720 square feet, translating into an overall Navy Yard Floor Area Ratio (FAR) of 1.34.
- The "reduced-build" option presented at that time included total built square footage on the Yard's End parcels of 1,571,320 square feet. Addition of this Yard's End total would have brought the overall amount of Navy Yard development to 5,193,120 square feet, at a FAR of 1.13, which was 18% less than the FAR of the "full-build" option.
- A draft traffic study undertaken at that time, by TAMS Consultants Inc., concurred with the Charlestown community that these levels of development, with no improvements to the means of access or public transportation to the Navy Yard, and under the original design of the Central Artery North Area (CANA) City Square improvements, would create unacceptable levels of traffic.
- At that time, the Charlestown Neighborhood Council formed a Planning and Zoning Committee to undertake the simultaneous tasks of creating an Interim Planning Overlay District (IPOD) to re-zone Charlestown, and establishing a new Master Plan for the remaining buildout of the Yard. The BRA made a commitment that no new development, except that already in the "pipeline," would be allowed at the Navy Yard until this Master Plan was completed. This Master planning process began in earnest in early January, 1988, after the groundwork for the IPOD was completed. At that time, the Boston Redevelopment Authority staff, on January 21, 1988, presented a "workbook" to the Planning and Zoning Committee that included: detailed "up-to-date" existing conditions in the Navy Yard, detailed building characteristics (heights, FAR's, square footage, and uses), a set of general square footage options for the Yard's End parcels and their effect on public benefits and parking, and a summary of key issues to be addressed through a Master Plan.
- During the next four committee meetings, these key issues, including affordable housing, traffic and parking, appropriate mix of uses, open space levels, and financial, environmental, and urban design considerations, were examined. A new suggested Navy Yard Master Plan option was prepared in response to these community comments, and was presented to the community on March 24, 1988 for further discussion.
- This option included a built square footage on the Yard's End parcels which totalled 1,650,000 square feet. This option would have brought overall Navy Yard development totals to a total built square footage of 4,710,000 square feet, translating to an overall Navy Yard FAR of 1.029, down 30% from the original "full-build" option, and down 11% from the earlier "reduced-build" option.

- On March 31, 1988, the Raymond Group (the principal private developer at the Navy Yard), presented an alternative plan to the Boston Redevelopment Authority Master Plan option. This plan featured an overall built square footage on the Yard's End parcels of 2,059,000 square feet, 409,000 sf (25%) more than the BRA proposed plan. This option would have brought the overall Navy Yard development to a built square footage of 5,119,200 square feet, or an FAR of 1.12, which was 9% higher than the FAR of the BRA's new suggested plan.
- The merits of these two plans were discussed during the next two meetings, with the assistance and benefit of a new TAMS Consultants traffic study which gave a general explanation of traffic generation impacts at the Navy Yard in the context of the latest BRA proposed plan. The TAMS study showed that the latest Boston Redevelopment Authority suggested plan, with certain public transit improvements (achieving a 45% modal split and under the new Central Artery North Area (CANAN)/City Square design), would produce slightly higher, but acceptable levels of traffic generation, and would not significantly increase traffic congestion at City Square. It was also explained that additional transit/traffic improvements (water shuttle, gate widening, additional gate access points, and comprehensive individual project Transportation Access Plans) would improve these already acceptable traffic/transit conditions even more.
- With these traffic/transit conditions in mind, members of the Committee and the community at large, asked that a "new" revised Navy Yard Master Plan option, incorporating their new suggestions and recent concerns, be prepared and presented by the Boston Redevelopment Authority. This "new" revised Charlestown Navy Yard Master Plan has been prepared, and will be presented to the Charlestown Planning and Zoning Committee and the Charlestown community on Tuesday, May 10, 1988.

MASTER PLAN FOR THE YARD'S END



THE 12.6 ACRE YARD'S END PARCELS

YARDS END BUILDOUT COMPONENTS

The new plan for the buildout of the Navy Yard addresses the issues and goals which have been identified through the extensive community review process. The basic goals of the plan, which were identified early in the process and have remained constant throughout, are to produce a significant amount of affordable housing, to provide attractive open space and waterfront access and to provide a substantial number and wide range of employment opportunities. Further, these goals were to be achieved in a context of a balance among uses and acceptable traffic generation levels. The plan now proposed by the BRA addresses each of these goals.

By requiring a 31% affordable housing inclusion in the Yard's End Parcels, the overall Navy Yard percentage is increased to 25%. Of the affordable housing units to be constructed 242 (54%) will be rental and 214 (46%) will be home ownership. At full development, over 30 acres of open space will be built. To encourage the creation of new jobs while minimizing traffic impacts, the new plan steers commercial development into three specific uses: hotel, medical research and a nursing home facility. These uses produce jobs but do not generate as high a level of traffic as commercial office space.

CHARLESTOWN NAVY YARD YARD'S END PARCEL BUILD-OUT

Parcel	Land Area	Proposed Use	Gross Sq. Footage	FAR
Four	120,600	300 Market Housing Units, 50 Affordable Housing Units	420,000	3.48
Five	181,600	225,000 square feet of office/medical research space or 300 Bed Nursing Home	225,000	1.23
Six	137,600	(A) 125 Market Housing Units and 250 room hotel and a (B) 50,000 square foot public park	400,000	2.91
Seven	117,300	(A) 80 Affordable Housing Units (ownership) (B) 70 Affordable Housing Units (Rental) (C) 250,000 square feet of office or medical research space	430,000	3.60
Total	557,100	425 Market Housing Units 200 Affordable Housing Units 475,000 square feet of office or medical research space plus a 250 room hotel	1,475,000	2.65

HOUSING CREATION

Development of 625 housing units at the Yard's End is proposed; of this total 200 will be developed as affordable units. This total will be achieved by building housing at five locations on the four parcels with affordable units to be sited on three of the parcels. (Parcels 4, 7B and 7C). It is anticipated that the affordable housing will be offered as both home ownership (Parcel 4), and SHARP assisted rental (Parcel 7C), with 70 units developed as rental and 130 as home ownership.

The parcel by parcel breakdown is as follows:

Parcel	Market Rate	Affordable	Total
Four	300	50	350
Six	125		125
Seven		150	150
TOTAL	425	200	625
%	69	31	100

It is important to note that the rehabilitation of Building 104 will produce 60 units of affordable housing, or a net addition of 12 units over earlier plans for that site at 48 units. When added to existing Navy Yard totals of 256 affordable units (171 completed or in construction, 85 in planning) and 948 market units, the resulting totals for the entire Navy Yard are as follows:

Category	Market	Affordable	Total
Previously			
Proposed/Existing	948	256	1204
Yards End	425	200	625
TOTAL	1373	456	1829
%	75	25	100

HOUSING ASSISTANCE

In addition to the creation of a significant percentage (25%) of affordable housing within the Navy Yard, the BRA proposes to dedicate a portion of the proceeds of the sale of market condominium units to a Charlestown Housing Assistance Program to be administered by the Neighborhood Housing Trust. Under this program up to 1% of the gross sales price of each market rate condominium would be contributed to a fund to be disbursed to first time homebuyers in the form of loans or grants. This money could, for example, be used for down payments, thereby assuring access to housing for people who otherwise are unable to obtain financing because of the lack of sufficient down payment monies. Also the money could be used as seed money for cooperative housing.

A portion, up to 5 percent, of the money could be made available to provide technical assistance to first time homebuyers who need such assistance in preparing to enter the housing market.

It is projected that this fund could yield as much as \$1 million over time from the proposed development of Parcels Four and Six which will be used to assist in the acquisition of units both inside and outside the Yard. While the details of this program need to be worked out with the Neighborhood Housing Trust, Neighborhood Council and other Charlestown groups active in affordable housing activities, the contractual obligations of the developer of the Yard's End Parcels to contribute to such a fund can be solidified early in the development process.

COMMERCIAL DEVELOPMENT

Equally important in this mixed use development is the commercial component. In addition to responding to a substantial need for moderately priced office space and medical research facilities, commercial development generates numerous important public benefits including jobs, linkage monies, and tax revenues to the City of Boston. In response to community concerns regarding traffic generation levels, more ambitious plans for commercial development have been reduced substantially. By not only restricting the amount of such development but also requiring extensive traffic analyses prior to the approval of individual developments, the plan will promote commercial development without promoting traffic congestion. And by offering an option for additional, non-traffic intensive commercial development, the plan allows some future flexibility without sacrificing the certainty of long range adherence to presently defined traffic goals.

The proposed breakdown of commercial space is as follows:

Parcel	Total Development
Five	225,000 sq. ft.
Six	Hotel (250 rooms)
Seven	250,000 sq. ft.

When added to existing and "pipeline" commercial development projects, the proposed 475,000 square feet of commercial space at Yard's End could produce the following Navy Yard totals for office and research space:

Square Footage:	1,629,000
Linkage:	\$6,300,000
Permanent Jobs:	7,200
Annual Taxes:	\$4,500,000

TRANSPORTATION IMPACT

The reduced volume of new commercial and residential development proposed in this plan will result in traffic volumes that the local street network can support. Analysis of the traffic volumes likely to be generated by this buildout plan reveals acceptable levels of traffic volume at the two entrances to the Yard, Gates 4 and 5, using the most conservative industry-accepted levels. With the recently proposed revisions to the City Square segment of the Central Artery North Area project, traffic volumes will be able to sustain the proposed buildout without creating disruptive traffic levels. The City of Boston Transportation Department will continue to work with the Executive Office of Transportation and Construction to assure the implementation of intersectional improvements which allow City Square to function at optimal levels to support the anticipated traffic volume.

The recently completed traffic generation analysis was predicated on a modal split of 80% private vehicle usage and 20% by other methods, i.e.; public transit, shuttle bus, etc. Our present experience indicates that 56% of the current employees now utilize public transit options. The three major employers, MGH, MWRA and BRA operate independent shuttle buses to MBTA connections which encourage high transit use. The BRA will continue to promote high transit usage among employees in all future developments.

Additionally, it is anticipated that discussions with the MBTA will result in the introduction of improved MBTA access to the Navy Yard. Opportunities exist under the CANA project to operate experimental bus runs north to Sullivan Square and south to North Station and Charles Street. Other means to extend public transit access will be jointly explored by the MBTA, the BRA and the City of Boston.

Individually, all development projects (residential and commercial) will be required to produce Traffic Access plans so that the BRA and local residents can determine the consistency of each proposal with the total development plans for the Navy Yard. This requirement will afford the opportunity to shape individual building plans to mitigate parking and traffic impacts and to view each of these developments in the context of acceptable traffic volumes for the Navy Yard.

TRAFFIC IMPACT

Excerpt from TAMS Study, April, 1988

LEVELS OF SERVICE

Intersection	1987 <u>Full Build</u>	1988 <u>Full Build</u>
Gate 4/Chelsea Street		
20% Mode Split	E/F	D
45% Mode Split	D	C
Gate 5/Chelsea**		
20% Mode Split	A	A
45% Mode Split	A	A

** Assumes two exit lanes available.

The importance of transit ridership to the success of this plan is demonstrated in the following table.

PM PEAK HOUR TRANSIT RIDERSHIP

<u>Intersection</u>	1987 <u>Full Build</u>	Proposed <u>Program</u>
20% Mode Split		
In	261	326
Out	729	600
Total	990	836
45% Mode Split		
In	358	322
Out	1,528	1,243
Total	1,896	1,565

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